

ARTICLE 402

TRAFFICWAYS DEFINITIONS AND STANDARDS

INTRODUCTION

The transportation system as shown in the Future General Land Use map includes routes for limited access freeways and a network of major and secondary thoroughfares consisting principally of existing surface streets, some of which need widening or extension to increase their traffic capacity.

A light rail rapid transit system is proposed to complement and support other City systems. The trafficways plan includes standards for each type of thoroughfare.

The trafficways plan is a comprehensive coordinated system which is a long-term basis for highway and street improvements. The Future General Land Use map does not include local service and feeder streets whose design is determined by the local area to be served.

The Future General Land Use map shows six types of transportation facilities.*

❑ **POLICY 402-1: Freeway**

- Freeways are highways especially designed for carrying an uninterrupted flow of through traffic. They are distinguished from other arteries by the following three design features:
- Access limited to a relatively small number of especially designed points of entrance and exit;
- Continuous physical separation of opposing directions of traffic;
- Separation of grades at all intersections.

** Supplemental note to Master Plan of Policies: The following transportation facilities are designated on the subsector maps: Freeways as very thick solid lines; Major Thoroughfares as thick solid lines; and Secondary Thoroughfares as thin double lines.*

□ **POLICY 402-2: *Major thoroughfare***

- Major thoroughfares are the principal surface streets. Access is not limited, but special attention is given to the safe and expeditious movement of through traffic.
- In order to meet the requirements of safety and convenience, major thoroughfares should have a central dividing strip wide enough to protect pedestrians and to facilitate left turns and cross traffic.
- The network of major thoroughfares consists principally of existing streets: six radial routes and a gridiron system of roads spaced about one mile apart. These are generally existing routes, some of which have been improved under the plan of thoroughfares of 1925 and also under the Detroit Master Plan since 1947.

□ **POLICY 402-3: *Secondary thoroughfare***

- Secondary thoroughfares are shorter or less continuous surface streets on which special attention is given to the safe and expeditious movement of through traffic. They are frequently the route for feeder transit lines. Some pleasure drives and parkways not intended to carry commercial traffic are included as secondary thoroughfares in the Master Plan.
- Secondary thoroughfares generally require a single roadway with two moving lanes and two parking lanes. The network of secondary thoroughfares consists principally of existing streets.

□ **POLICY 402-4: *Collector Street***

Collector streets serve primarily to funnel traffic between local streets where the land access function is dominant and the thoroughfare or freeway where service to through traffic is of primary importance. In order to accomplish this function, collector streets may penetrate identifiable neighborhoods.

□ **POLICY 402-5: *Park drive treatment***

Park drive treatment refers to features applicable to those trafficways designated as part of a parkway-like system which would be especially designed to provide access to parks and other community facilities, provide a pleasant driving

experience, with special views, where possible, and provide a stimulus for private and public development.

Required features of park drive treatment are:

- Adequate landscape treatment, facilities, and splash strips
- Minimum of four moving lanes for traffic
- Adequate parking

Optional features are:

- Truck prohibition
- Service roads
- Nine-foot parking lanes
- Parking bays or lots
- Varying types of landscaping and widths for medians and margins
- Special setback, height, bulk, and structural type controls
- Pedestrian Walkways
- Provision for bicycles
- Discouragement of advertising signs

□ **POLICY 402-6: *Pedestrian/bicycle path***

A pedestrian/bicycle path should generally have a minimum width of 19 feet to allow for a bicycle path, a pedestrian walk, and adequate landscaping where feasible.

❑ **POLICY 402-7:** *Standard widths for component parts of freeway cross sections.*

Total right-of-way:

3 lanes in each direction.....320 to 380

Lanes and roadway, total each direction:

3 lanes in each direction.....56

Each moving lane.....12

Margin for emergency stops (10 ft. each side).....20

Center mall:

Total to divide traffic.....24

Slopes:

To maintain maximum slope at 1 to 2.....25 to 50

Variable in accordance with elevation.

Service Drives, sidewalks, and margins:

Total width of each side where service drive is necessary.....53

Each moving lane.....15

Margin on left side8

Margin on right side including sidewalk.....15

Modified freeways provide grade separation and limited access at only selected major intersections. Special provision for off-street parking and reducing the number of local street intersections may be required at other selected locations also.

❑ **POLICY 402-8:** *Standard widths for component parts of major thoroughfares.*

Total right-of-way:

8 lane138

6 lane116

Lanes and roadway:

4 lane	44
3 lane	33
First moving lane.....	13
Each additional moving lane	11
Parking lane	9

Center island:

Total to divide traffic, protect pedestrians and facilitate left turns	
At signals.....	16
At other crossings.....	20
To protect pedestrians	10
To protect crossing movements.....	20

Sidewalk and margin:

Total sidewalk and margin.....	15
Sidewalk in residential or light industrial.....	6
Sidewalk in business or heavy industrial.....	15

□ **POLICY 402-9: *Standard Width for Secondary thoroughfares***

Secondary thoroughfares will normally have two traffic lanes with parking on each side. Right-of-way width of 66 feet is sufficient for this purpose.